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THE STORY OF THE AEROFORMS

by

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Translated by Hermann H. Mitchell.

Wichodel

From the German periodical Frankfurter Illustrierte, issues of Nov. 14 -& Nov. 21, 1953. Editor, Werner Jaspert, at Gutenbergstrasse 7, Frankfort on Main. In intellectual weight and range of information seems to me superior to anything so far appearing in American publications. Their principal interest lies in the newly revealed advances made by scien - tists of our own planet along lines closely analogous to the achieve - m e n ts of the Etherian masters of the aeroforms.

The current widespread report of the presence of landed (not captive) Discs or "saucers" at an Air Base in California, continues to receive confirmatory (though not conclusive) evidence. It is said that the Etherian operators of these craft have given our own technicians extensive instruction - which suggests that these constructions are not wholly beyond the range of our earthly understanding. A question of critical importance, is whether similar instruction is being given to all other govenrments as well.

It has long been contended by the BSR publications that the aeroforms are, for the most part, of etheric origin, and that in their multitude they are invisible and intangible. This is an obvious inference from the presence of innumerable mutants or indescripts, which change size, shape and colour before our eyes, or vanish instantly from a resting position, or become translucent or transparent. This etheric nature, however, does not prevent them from becoming tangible, dense and steel-hard mechanisms when "materialized" within the earth's magnetic field. It is said that the technicians at the Air Base referred to, have re - peatedly witnessed this mat-and-demat process, to their own vast bewil-derment.

The author of the German article here translated shows no sign of having heard of the "4-D" or etheric account at all, yet the data referred to by him show how close our own race has come to obtaining propulsion from the cosmic energy, within our planetary environs. These facts by no means negate the "4-D" concepts, but should raise our hopes for future achievements under Etherian tutelage - if it be granted to us. We are inevitably reminded of the Vimanas of the ancients, whose powers of flight as described by Desmond Leslie from ancient documents rivaled within certain bounds the incredible performances of the Discs or aeroforms now present in our own skies.

We omit from the translation an introductory paragraph headed: Imagination or Reality, which quotes Captain Mantell's last message: "I see the thing -- almost 70 yards across -- I'm very close to it". But "shortly after that, all became silent on the saucer front". After this Herr Wichodel reminds us of the Orson Welles broadcast which "frightened two million people in two minutes ... " But I leave the rest to him and to the translator, Assoc. Mitchell.

(ml)

(translation)

The citizens of New York relaxed. Just now the NBC reporter of the late evening news had signed off. The danger of war in Europe was over, the Sudetan crisis solved. The mobilized British fleet could go back to sleep. "Peace in our time," said Chamberlain. This was the evening of September 29, 1938.

A few minutes later an NBC announcer spoke in monotonous tones: "We bring you a special announcement from the astronomical observatory at New York."

He spoke only two minutes. Enough time to frighten two million people. Further reports followed. War Department, Dept. of the Interior, Police Headquarters, Fire Department, Air Force Headquarters, the Governor - all had something to announce.

A panic broke out. New York shook with fright. When the Armed Forces announced at 8:35 P.M. that there were more than 3,000 dead and over 10,000 casualties, listeners sat with white faces before their radio sets. Older people fainted. At 9:00 P.M., as the terrible foe stood only 65 miles from New York - according to NBC - all semblance of composure was gone. Fleeing cars clogged city streets. The police were helpless.

Finally, the explanation: NBC had presented a Utopian play, Martians had landed on earth and destroyed all in their path. Next day, New York laughed at the "joke". It would not be easy to fool them again.

About three years ago, as you might remember, a South American radio station presented the same story. The same panic followed. But the temperamental South Americans, realizing they had been told a yarn, smashed the radio station. The blame for all the excitement goes to the genial Orson Welles, the author of the play.

Perhaps the "Martians" knew what panic they had caused, for they came back, but only after nine years. (Wits maintain that between 1939 and 1945 they were afraid of landing in a concentration camp; and that between 1945 and 1947 the filling out of questionaires had kept them away). In any event, they appeared for a short visit on June 27, 1947, over the Rocky Mountains and scared the wits out of an airline pilot named Arnold, and his radio operator. (Translator's note: not responsible for inaccuracies!) (Editor's note: The FRANK-FURTER ILLUSTRIERTE reported this in our issue No. 6/1950). The "Martians" did nothing else. But they created a headline for the French provincial paper "Le Gauche". They mention a disc-like object moving at tremendous speed, as did the vessels of the Martians in Orson Welles' play.

"Le Gauche" appeared on June 30, 1947, with a bright-red headline: Les Soucoupes Volantes. The mysterious Something had finally been baptized. All translated into their own languages.....the Flying Saucer....disco voador... sa ta-pad ra-si....e muo datery....die fliegende Untertasse. The article was short and avoided all sensation. In this way it differentiated pleasantly from all later-appearing reports on the same subject. But it stirred up enough dust, still suspended in the air today.

And So It Started . . . . .

It was not long after that the world press reported the crash-up of Captain Mantell, mentioned in our introduction. There was no continent that had not witnessed Flying Saucers. The tale of Martians was reborn. Saucers

were identified as German V-weapon projects (that never existed!) Articles by well-known scientists were publicized. People appeared, claiming to have built these things themselves.

Finally, what had to happen, occurred. The Flying Saucer began to put a strain on the nerves of humanity. Per week, there was at least one report of a new 'sighting'. Soon, no one believed in Saucers any longer. Talk centered around hallucinations and fantastic inventions of sensation-seeking journalists. And, since reports of mass-sightings from all over the world were available by the middle of 1948, one began to call the subject mass-hysteria.

In the Pentagon in Washington, the seat of the U.S. Department of Defense, the smiles disappeared at about that time. It was known there that Saucers really flew. Proof was on hand. Immediately after airline pilot Arnold's observation, a special Commission for Saucer investigation was formed. The Air Force issued secret orders to all its pilots to pursue "unidentified flying objects", to corner them and force them to land. A year later - in May, 1948 - the Commission announced to the public:

"All reports up to date about unknown flying objects in the earth's atmosphere have been carefully examined. No single clue for existence of such craft has been found....."

A horse of a different color is the official report of the same Commission, issued on April 28, 1948, and only to the highest Commands:

"In the atmosphere surrounding this earth there are observed from time to time, disc-like projectiles that are undoubtedly steered and controlled by an intelligence....The positively determined speeds are comparatively higher than those presently attained with known types of aircraft....Higher than our current technological knowledge would seem to permit....The values of acceleration are also above the limits considered normal by us....Neither in hovering nor in flight are they audible....The disc's diameter was determined beyond doubt with special instruments; it is between 36 and 54 meters...."

As there are considerable differences between these reports, so are there also differences between the single Flying Saucers and these that appeared in exact formations after the middle of 1948. They were larger, also faster. In August, 1948, such a formation of 27 Saucers was seen and photographed above Lubbock, Texas. Similar observations were reported from Array, Mexico; Sioux City, Iowa; Clovis, California; Downey, Austen, Liverno, Italy; Teheran, Frankfurt, Nuremberg, Madrid, Poltkay, Finland; Arizona, Brazil, and Japan.

Perhaps the most important official statement of all came from the U.S. Air Force Chief of Staff's office on July 27, 1952:

"Jet planes were called several times to investigate unidentified disc-like objects above Washington. Our planes approached them within twelve kilometers. The objects were observed for some time on radar....."

With this the existence of Saucers was admitted for the first time, for radar responds only to solid bodies and not to reflections, ionized clouds and not at all to human fantasies.

In closing, the latest announcement at this time. It came from the Chief of U.S. Defense Headquarters D in Tokyo, and is dated May 9, 1953: "In the

last weeks our ships and aircraft operating in the Pacific area sighted numerous flying objects of unknown origin - generally called "Flying Saucers". Their flight routes were plotted and permit conclusions as to their take-off and landing bases. Near the island of Tinian one of these projectiles was rammed by a specially equipped airplane and sunk in the sea." (Tinian is the most modern airfield in the world. The first A-bomb carrying planes started from there against Japan in 1945).

These are reliable reports about which no doubt exists. The mysterious Discs are real. The reports do not state much more. They mention nothing about the How, What, Whence, Why. These reports are only part of a jigsaw puzzle that requires many more pieces to complete. We shall endeavor to round off that picture.

In March, 1944, the Chief of CIA stamped in bright-red letters the words "Top Secret" on the grass-green cover of a filing folder and registered it as 250/eE. In it, over the next few years, was to be collected all that could be learned about "Flying Saucers".

The first leaf of the file reports of sending abroad sixteen agents; thus the file starts with espionage. Sixteen human beings went to another country to learn something. Their return is another question. Espionage is a gamble participated in by almost every country. Occasionally, of course, an agent is lost. No newspaper reports that. Therefore, the red pencil in hand, the Chief of CIA revised in 1946 the first page of file 250/eE. Fourteen names were checked off, removed from the book of the living. The fate of agent sixteen was not clear; fifteen, however, had returned. What he reported sounded so adventurous that it was feared at first that this certain country had discovered him and purposely told him a tall tale.

Silence was maintained.

The sixteenth agent - entered as PKR in the list - was then three and one-half years overdue when, on August 11, 1949, he found his hole to the West and terminated his odyssey. He brought with him newspapers, photographs, notes and formulas of tremendous value. Shortly thereafter the offices of CIA looked like a disturbed hornet's nest. The authentic material of agent PKR fitted neatly into all still existing gaps in the secret file and answered remaining questions. As the British captain, Lester, before him who had brought the secret of the Soviet atom bomb to England, agent sixteen had worked as laboratory assistant in a Soviet research institute. (The Frankfurter Illustrierte reported about Captain Lester, entitled "The Secret Of The Twenty-Fourth Of September.")

Somewhere Near Kaluga

What had happened near Kaluga, in Magnitogorsk, in Tscheljabinsk, in the romantic valley of the Belaja, in Sterlitamak?

Within the framework of an exchange program between the German and the Red armies a group of German officers went to the USSR. With them went the high-frequency expert Horst Pinkell. One year later, in July, 1929, the officers returned to Berlin. Missing was Horst Pinkell. In 1945 he was honored with the title Professor and in 1948 banished to the hell island of Tohnaj in the Gulf of Ob. What did the Soviets get from him? He carried in his head the

scientific theory of his former friend, Dr. Eng. Walter Lewetzow. Six years before (1922) no one in Germany wanted to hear about his theory.

Ridicule was piled upon this "fantasy" after listening to it fleetingly. The theory and its originator were soon forgotten by all but Pinkell. What was Lewetzow's theory? At this point, we should not mind a short detour into the dry fields of Physics in order to gain the basic knowledge required to understand this report. Lewetzow's theory contradicted the accepted laws of gravity. Why does a brick fall to the ground? Because the earth attracts the brick. Physicists call this mass-attraction. Lewetzow has other reasons for the brick's fall:

Space is filled with a still-unknown type of ray, the waves or particles thereof, coming from all directions and going in all directions, create a condition of balance, as the particles seek to neutralize each other. (Einstein later formulated the same thought differently: space should be looked upon as a field that affects all masses within.) Each ray - so says Lewetzow - exerts a sort of pressure on every body in space. Since rays come from all sides, every body in free space is practically weightless. This balance is disturbed as soon as two bodies oppose each other, for these rays that have penetrated a body are greatly weakened. Therefore, one body will be "pressed" toward the other one, because they are hit by weaker rays on one side than on the other. So, each body is surrounded by its "ray shadow." If one body is much smaller than another it will be pressed onto the larger one. Near larger masses, for example, a plumb-bob is deflected somewhat, because it is hit by weakened rays only from the side of the large mass. If man could artificially weaken these rays, he would have a tremendous, practically inexhaustible source of energy at his disposal. If an instrument, performing this task, were attached to one end of a car, this car should run forever, since the driving rays work only from the opposite end. The same is true for an aircraft, if the rays coming from space above could be neutralized. A combination of instruments on different planes of the craft would serve to raise, to propel, to steer....

This was Lewetzow's idea. Fifty years ago, airplanes were unknown; twenty years ago, jet planes unconceived. Today, officially, nothing is known of these rays. Why should they not be discovered suddenly? Why, finally, not be able to travel on them?

A large house, built of clinker, on the outskirts of Kaluga - later the Ziakowskij Institute of the VAIM - became Pinkell's laboratory in 1930. Stubborn and tough, with typical German endurance and thoroughness, Pinkell set out to find the ordered results. Within his reach were all the material means that Lewetzow had lacked so badly. Soon, probably in 1936 or latest by 1938, the existence of the Lewetzow ray was established beyond doubt by experiment and observation. He and his collaborators needed another three years to build instruments to measure and examine the rays further. Having completed the instruments, the group of researchers moved and a special laboratory at Magnitogorsk became their home. Soon, this became fact:

"The new rays belong to a kind that alternate in a very short time from pure wave characteristics to a pure corpuscular structure and back,

whereby the rhythm of change equals their frequency. - The so-called meson-fluctuation within the atom have certainly found a stable physical explanation." -(from Pinkell's report, September, 1943.)

The rays also penetrate, of course, the earth, but lose a good deal of their strength in the process. In spite of this, they are powerful enough to lift an object away from the earth, provided one succeeded in switching off the direct rays from space that press down on this object.

The exact wave-length of the Lewetzow rays was measured.

The so far obtained results were not considered final; now the scientific theory was to be applied practically. The goal now was: to force the Lewetzow ray to work for man.

Again, in November, 1942, the group of experts moved. In the valley of the Balaja, in the southern Urals, a secret test site had been erected, no longer under civil supervision, but under military control. The then little known scientist Andrij(?) Gorjew was in charge of the project. A year and a half later he received the Stalin Prize and a collection of medals. In the Kremlin it was hoped that he would succeed in delivering the new machines in time to be used in the war against Germany. In that he did not succeed. But Gorjew's original promise, to create something that would far surpass all the known, was kept. He built something.

Since the Middle Ages, uncountable "inventors" occupied themselves with the creation of a machine that would run without further energy, once start e d. Since 1847, when Rober Mayer and Hermann von Helmholtz established the "Law of Conservation of Energy", we know that perpetual motion is a complete impossibility. This law is, as Albert Einstein expressed it, the law of the impossibility of perpetual motion. Was it the intention south of the Urals to topple this law? Not at all. A machine was being built that could run steadily without a supply of energy from our earth. The driving force came from outer space. Thus, from an earthly standpoint, the instrument was a perpetual motion machine, after all. Several reports from agents mention the fact that since January 13, 1944, a car was running, by means of this power.

What kind of apparatus made it possible to weaken or even switch off entirely the Lewetzow-ray? Apparently Pinkell and Goryew started with the thought that two pieces of crystal, laid one upon the other, will not permit light rays to penetrate when their "grains" are at right angles to each other. Light rays may pass, however, when in a parallel position. By turning one crystal infinite variations of penetration may be obtained.

A crystal, which stops the ultra-short waved Lewetzow-rays, completely does not exist. The Soviets, Pinkell had no part of this - found a metal alloy that had the required qualities after special preparation. An agent, identified only as PKR brought the exact formula of the alloy with him; further, it is know n that the alloy may be used as polarizer for Lewetzow-rays for about two years, whereafter the metals fatigue.

The first differences of opinion at Labor Sterlitamak seem to have arisen in May, 1948. The agent's reports contradict each other to such an extent that an exact picture of the situation cannot be obtained. Clear is only that in

June, 1948, Colonel Tschurawlew of State Security arrived on the scene and made three arrests. One of the arrests was Horst Pinkell. He was shipped to the prison island Tohnaj, which does not necessarily exclude him from continuing his work in the laboratory there.

Next, the then powerful Lavrentu Beria appeared in person. The research institute was put under the Army Office for Scientific Warfare. The deciding step from scientific principle to military purpose was made. Pinkell and the other two arrested ones always had maintained that so far the results of their work were not yet ready for application to weapons, although already in 1944 the construction of ray-driven aircraft had begun. To say "it won't work", always had had most serious consequences over there.

After this change the name of the new chief of the interesting research was Air Marshall Konstantin Werschinin. He put the pressure on. He had very little reason to be impatient with what had so far been accomplished. At the time he was in charge of five aircraft with a top speed then almost unimaginable and service radius theoretically equal to that of half the known space.

The Zialkowskij institute at Kaluga announced officially in February, 1952:

"We work on the construction of a space island which is intended to serve as stop-over for space-craft coming from earth and bound for other bodies in space. In our experimental and constructive advance work we take great care with all parts and assemblies for this space platform to surround them with the same conditions that shall be encountered in space. This space island will basically be an en - largement of a type of aircraft already past the experimental stage and which is propelled by a newly discovered force of nature of extraterrestrial source; they have been in production over a longer period of time. A trip to the moon is a question that will not have to wait too long for an answer. . . ."

In these sentences the Soviets officially admit the existence of flying saucers. One of the most prominent Soviet aircraft designers, Alexander Jakowlew, was quoted in the Irkutskaja Pravda of May 11, 1949, "If from earth a space ship lands on another star some day it will be a Soviet one."

The Frankfurter Illustrierte quoted the same once before in connection with a Russian space ship project. At that time however, the impression was conveyed that this space ship followed an over-dimensioned V-2 design.

Soviet propaganda is occasionally known to say more than it has to offer, on the other hand, it is also known that Russia never discusses her research projects, except when technical details have been completed or when they no longer may be kept secret from the rest of the world. Therefore, one should not simply brush the an - nouncement from the Zialkowskij institute aside as mere propaganda talk.

In the February, 1952, issue of "Suk" - the official bulletin of the Soviet State Academy for Technical Sciences - appears an illustrated description of a "space island". Perhaps, the flying object over Uddevalla in southern Sweden at the end of 1952 was such an island with three smaller objects manoeuvering around the main one (that people call "Flying Saucers", due to their disc-like appearance). There, on September 27, 1952, four Swedes saw, independently from each other, an object that caused the Swedish Defense Ministry after careful study, to announce officially:

" - a large, glowing disc with three smaller ones was observed there for 25 minutes. The large disc rose several times in the sky and fell again, launched a large rocket and received light signals from the three smaller ones. Finally, the four objects withdrew in orderly formation."

All observations agree that the discs glow. Why? The forces exerted in propelling a Lewetzow-ray machine are several thousand times greater than anything known previously. In neutralizing the ray-power there occurs a certain waste that cannot be removed easily. As a rule, such surpluses appear as heat. The energy developed is so great that things begin to melt within a fairly large radius. A method of transforming this energy surplus into waves eliminates the waste without damage.

The flying saucer may, of course, take on any technically feasible form, the most ideal one remains the Disc, however. In reality it is not a disc, but a formation that revolves around its center at terrific speed and therefore appears disc-like. The main portion is a bonnet-like cupola of metal framework, the spaces between braces are covered with a transparent material, appearing as "windows". Onto this "hub" are mounted, fan-fashion, six wings with small positive angle. Each wing, or blade, carries on the first third, top and bottom a hump-like housing, containing the transforming apparatus, which serves to discard the surplus energy. Set into the outer skin of the blades are the polarizing sheets that, depending on their adjustment to each other, propel the craft, or let it hover, in short do the steering. This entire formation is revolving, also by means of the Lewetzow ray, while the crew-compartment is suspended inside the hub, more or less stationery.

The crew, of course, does not feel acceleration or deceleration, as they and the entire craft are fully surrounded by the rays, or rather, perfectly shielded from them.

To be sure, the secret of the Flying Saucer is no secret at all. The sun has been shining on this earth for millions of years, and on man a few hundred thousand years. Man, receiving warmth and light, worshipped the sun-god, but only toward the end of the sixteenth century could he find technical use from the sun's rays; he made fire, after the burning-glass had been invented. We long since know, that in the spectrum of electro-magnetic and corpuscular waves there are frequencies that are much shorter than the shortest that we put to use so far.

Among these are the so-called Lewetzow-rays. All necessary, once again, was to invent another "burning-glass", to take technical advantage of these rays. The Flying Saucer, among others, became the final product in this field. Where, then is the secret? It's there only if we take it for granted, that nature is full of secrets. As a thousand times before, another secret has been torn away from nature.

This, basically, was the content of the secret file number 250/eE. The next question is now: have only the Soviets this strange craft? Let us try and get an answer.

About the middle of 1952, the Lewetzow-ray began to dawn in scientist circles. The aircraft editor of the British publication "Sunday Dispatch" remarked then:

"One is almost forced to assume that this strange craft (the Saucer) is propelled by rotary wings, the ring-like portion containing the propelling mechanism - I know many technicians who believe firmly that Saucers are propelled by some forms of magnetism that cross and are available anywhere in space, creating among them, fields of force -"

A step closer to the facts came the well-known rocket expert, mathematician and physicist, Professor Hermann Oberth, who declared in an interview: "There is a material, that will practically remove from the forces of gravity any object covered by it -"

Did Professor Oberth gain his knowledge from official American sources: For he did research in the U.S.A. on similar matters. Then the Americans would be in the process of building a Saucer and so break up the possible Soviet monopoly. In any event, and to express it carefully, there seems to be feasible evidence for such a possibility. By orders from the Pentagon, the internationally known and respected commentator, Henry Taylor, said in July, 1950 (!) :

"Without giving away a military secret, I can say, that Flying Saucers are real. They exist, up to a diameter of 75 meters. I also know their purpose, but this is still a carefully guarded military secret. When the U.S. Air Force feels the time has come to release a report, it will be good news. Until then, I think, no one should talk the purpose of the Saucers. Should you find a Saucer, the possibility being rather small, you will find on it the following information: Military secret of the U.S.A. - Persons damaging this projectile, informing about the locality or description will be prosecuted for treason. Call collect No.-------. Not explosive."

In closing, let us assume once, the secret file 250/eE has told us, if incomplete, the truth. Then we should see tomorrow Flying Saucers above our heads, friendly or unfriendly. Perhaps, the Saucer will become some day as well known a vehicle, as the car is today. Meanwhile, we have to wait patiently, if, when and how far the story in secret file 250/eE proves to be true. Perhaps we shall know soon.

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